

## MALAYSIA - SPECIAL REQUIREMENTS

(November 29, 1994)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Malaysia of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation, Airworthiness Division,  
4th Floor, Block B, Wisma Semantan  
12, Jalan Gelenggang  
Bukit Damansara  
50618 KUALA LUMPUR  
MALAYSIA

1.3 Malaysia does not issue Type Certificates.

1.4 Eligibility for the issue of a Malaysian Certificate of Airworthiness is determined by:

(a) compliance with the appropriate requirements of paragraph 2, 3, and 4 of this document (but see also paragraph 5 of this document).

(b) compliance with:

(i) Additional Directives and Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

(ii) Advisory Notices issued by the DCA which are classified as requiring a mandatory action.

NOTE: Compliance with this sub-paragraph (b) of this document is not essential before export to Malaysia. However, as it may be difficult to establish conformity in Malaysia, details of any relevant service document and modification status will be helpful to the Malaysian user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO MALAYSIA.

2.1 Class I, II and III products must comply with the requirements of Subpart L of FAR Part 21 and the requirements of this document.

2.2 In addition, aircraft must be eligible for the issue of a standard airworthiness certificate as prescribed in Subpart H of FAR Part 21 unless otherwise agreed by the DCA.

### 3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to the FAR certification basis which must be satisfied for a particular aircraft type to be eligible for Malaysian certification.

3.2 Additional Requirements for Malaysian certification are not specified for fixed wing aircraft:-

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Malaysian Transport or Aerial Work Categories.

NOTE: Malaysian air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 of this document the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Malaysia. Equipment required to be carried on flights for the purpose of public transport, to satisfy Malaysian air navigation legislation, will also be specified.

3.4 Additional Requirements need not necessarily be complied with before the Export Certificate of Airworthiness (FAA Form 8130-4) is issued. However, if the applicant for certification in Malaysia elects to satisfy any or all of the relevant Additional Requirements before the Certificate is issued, the Certificate must be endorsed in accordance with paragraph 4.4(b) of this document. In such cases the applicant shall notify the DCA to enable details of the Additional Requirements to be provided to the FAA or appropriate designee.

### 4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Malaysian certification or use on Malaysian registered aircraft.  
APPLICABILITY CODE:

+ Required only with first of type and model exported to Malaysia.

\* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12,500 lbs).

4.2 All aircraft.

\* (a) Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Malaysian Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletin incorporation must identify:

- i) Production versions of the Service Bulletins.
- ii) Service Bulletins.
- ii) Alert Service Bulletins.

- completed. (b) Copy of the production flight test report or a statement that no flight test has been completed.
- (c) Modification standard. This must include:
  - i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.
  - ii) Service Bulletins compliance.
- (d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).
- + (e) A copy of the aircraft Type Certificate Data Sheet.
- (f) Details of any alterations which may have been embodied under the Supplemental Type Certificate procedure (STC).

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Malaysian Certificate of Airworthiness is issued.

- (g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Malaysian operator.
- (h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.
- (i) Airframe/engine/propeller/auxiliary power unit log books.
- \* (j) Seating configuration approval document, where relevant.
- + (k) Maintenance Review Board document, where relevant.
- + (l) A summary of FAA approved retirement life limitations.
- \* (m) Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

- + (n) FAA Approved Master Minimum Equipment List, where applicable.
- (o) Weighing report and associated weight schedule.
- + (p) Manuals required by the DCA:

	<u>NO. REQUIRED</u>
i) The FAA approved flight manual or pilot's operating handbook.	2
ii) Operations manual.	1
iii) Weight and balance/loading procedures manual.	1
iv) Aircraft maintenance manual.	1
v) Engine maintenance manual.	1
vi) Maintenance planning guide including manufacturers recommended component overhaul lives.	1
vii) Set of service bulletins and service letters or equivalent documents.	1

NOTE: A condition of Malaysian certification of the first of a type is the provision by the Malaysian applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

\* (u) List of Serial Numbers of significant component parts.

+ (v) Noise Type Certificate.

4.3 Used aircraft. In addition to the requirements specified in paragraph 4.2 of this document, the following information is required for used aircraft:

\* (a) Maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle; and

(ii) future check cycle.

\* (b) Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

\* (d) Compliance with structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records to the satisfaction of the DCA before the issue of a Malaysian Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicants proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Malaysia.

#### 4.4 Requirement for Export Certificates of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Malaysia.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty days prior to the date of presentation for Malaysian certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Malaysia is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

#### 4.5 Appliances - general.

(a) For the purpose of this procedure, "appliance" has the meaning assigned to it in FAR Part 1 and includes associated replacement and modification parts.

(b) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag (FAA Form 8130-3). The procedures given in the following subparagraphs provide acceptable alternative means of compliance for appliances other than radio:

i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) published in FAR 21 or,

ii) In lieu of approval under a TSO, the appliance has been accepted by the FAA as meeting the applicable FAR's and the terms of the applicant's specifications.

(c) An FAA Airworthiness Approval Tag must be supplied with all appliances.

4.6 Radio appliances. The DCA will accept a radio appliance that has been approved by FAA under a TSO or by the UK CAA under the Aircraft Radio and Associated Equipment Approval.

4.7 Products other than aircraft or appliances.

(a) Engines (including APU's), engine modules, and propellers:

i) Export Certificate of Airworthiness (refer to paragraph 4.4 of this document).

ii) Service Bulletin compliance statement.

(b) Class II as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag.

(c) Class III as defined in Subpart L of FAR Part 21:

i) FAA Airworthiness Approval Tag or,

ii) A certification by the manufacturer of the product that the product concerned was manufactured under a Production Certificate granted under Subpart G of FAR Part 21, a Parts Manufacturing Approval granted under Subpart K of FAR Part 21, or a TSO authorization granted under Subpart O of FAR Part 21, as appropriate.

## 5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applicants for Malaysian certification are advised to give early notification to the DCA of any aircraft type in this classification.